

Prices and Prospects.

**NILSON'S SUPPORT OF MAJORITY
REPORT WAGE COMMISSION CHEERS**

coal and Coke Trade Relieved
That Controversy Has
Been Ended.

9.00 FOR FURNACE COKE

Reduced As Price After Lifting On
April 1; Not Probable Business Will
Be Done at Government Price Before
That Date; Disposition to Stock.

Special to The Weekly Courier
PITTSBURG March 24—Pittsburgh
coal and coke operators are over-
joyed at the manner in which the
resident this week acted upon the
report of the bituminous wage com-
mission. The news reached some of
the trade through private channels
about noon yesterday and was soon
known by the entire trade. The
feel is represented a quick change. The
ade had been thoroughly disgusted
there not being a unanimous
unanimous opinion by the wage commission as
had been urged strongly by the
resident to bring in a unanimous
opinion and indeed was constituted
well for the sake of making an
award not of presenting majority and
minority reports. Fewer were en-
titled to a controversy would result.
With the strong support given
the President to the majority re-
port which he regards as a finding
not simply a report it is believed
it will be practicable not difficulty
the whole wage matter being set
up on the basis of a 27 per cent ad-
vance over the wage rates in
the end of the 14 per cent arranged
last year. As Connellsville coke
wage rates hinge largely upon the
bituminous scale the matter is
important to the coke operators.
As promise of larger profits is clear
and coke operators are well
assured that the price restrictions on
coal and coke will end entirely at the
end of this month. It is quite im-
probable that any coke business will
done at the government limits during
the remainder of the period since
it would be cheaper to hold coke and
demurrage until April 1 and
the highest prices that ever
is certain will rule then to set
the interim at the government
limits. Nevertheless the market
closely stands at the government
limits which are as follows:

COAL FURNACE RATES	
Connellsville	Rate
18,227	13.567
Lower Connellsville	17,029
Totals	35,256
FURNACE OVENS	
Connellsville	15,370
Lower Connellsville	6,986
Totals	22,356
MERCHANT OVENS	
Connellsville	12,577
Lower Connellsville	10,036
Totals	22,613
Per Expert:	
From Connellsville District	
Philadelphia (F O B ves- sels)	\$2.40
Baltimore (F O B ves- sels)	2.40
Iron Latrobe District	2.40
Philadelphia (F O B ves- sels)	2.20
Baltimore (F O B ves- sels)	2.20
Reading	2.40
Richmond, Va. (H & O)	2.40
Richmond, Va. (F. & R. R.)	2.90
South Bethlehem	2.40
Swedesboro, Pa.	2.40
Wilmington	2.40
Valley Points	1.50
Per Expert:	
From Connellsville District	
Philadelphia (F O B ves- sels)	\$2.40
Baltimore (F O B ves- sels)	2.40
Iron Latrobe District	2.40
Philadelphia (F O B ves- sels)	2.20
Baltimore (F O B ves- sels)	2.20
Direction. The market is now quoted as follows:	
Bessemer	\$4.00
Basic	54.00
Foundry	4.00
These prices are for a b Valley furnaces freight to Pittsburgh below \$1.40	
PRODUCTION OF IRON AND STEEL WILL NOW BECOME INCREASED	
Removal of Coal Price Limits Providing an Opportunity to Bid for Stronger Supplies of Fuel	
Special to The Weekly Courier	
NEW YORK March 24—The Ameri- can Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:	
The removal of price restrictions on coal and coke which become effective April 1 will enable the iron and steel industry to secure a better rate of pro- duction as it will be enabled to indi- prices in the open market that will command coal for steel mill use and for making coke to produce ovens. The cost of production of steel might not be increased as the intermittent operation of mills has increased cost per ton and full production would tend to bring costs down. The opinion is very general that high prices will rule in the early stages of the open market prices perhaps one half greater than the government prices that come to an end March 31. Some producers are of the opinion that prices above the go- vernment level will prevail for many months, a month or annual contracts being above the government level.	
The favorite guess in coke circles now is that furnace coke will go to about \$9.00 though there is no thought that there will be anything like a clearly defined market price. It is thought rather that there will be an excited market that coke will sell various prices separated by quar- ter or half dollars at the same time. The early rush however will in- duce only limited tonnages and the more important question is the aver- age price that will rule for a period of months. Particularly there is in rest in second quarter contracts many furnace coke contracts were made at understandings reached for first quarter usually for bidding at the government price while it lasted and then there is quite a quantity of second quarter business to be negoti- ated. At the moment the operators not seem disposed to adopt a policy of selling for the quarter however citing that their chances would not be better by selling month month.	
The establishment of an open market in Connellsville coke will not itself increase the supply, which has been limited by transportation conditions of the price. A considerable ton- nage will however be drawn upon the market through the terminating various arrangements by which the coke has been shipped and billed at the going price.	
The case of the by product coke is different from that of the Connellsville operators. The by product ovens have had then opera- tions limited by coal supplies and an open market on coal the by product operators can bid up the price of coal until they get as much as they are willing to pay for and they can do in various districts getting coal either from one point when there are no cars in which to ship and the whole market moves here and there as soon as it is expected in some quarters.	
100TH ANNIVERSARY	
Or Beginning of Passenger Railways Celebrated in England	
The centenary of the beginning of the first passenger carrying railway in the world was celebrated recently at York on Trees, England.	
There in 1829 eight men formed a company to construct the railway from Darlington to Stockton a dis- tance of 20 miles. George Stephenson was appointed enginier. The railway occupied 10 years in con- struction and was opened on Septem- ber 27, 1830.	
New Foundry at McKeesport.	
The Jackson Iron & Steel company has a new foundry to be built at McKeesport for the Columbian Foundry company of Columbian Pa which has considerable activity in that will be for gray iron castings.	

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING MARCH 20, 1920.			WEEK ENDING MARCH 13, 1920.		
	DISTRICT.	Ovens	In	Out	Ovens	In
Connellsville	18,227	13.567	5,160	142,060	15,727	11,633
Lower Connellsville	17,029	9,917	7,071	107,180	17,022	10,020
Totals	35,256	23,484	12,231	249,240	33,749	21,653
					25,553	22,196
						244,170

FURNACE OVENS	WEEK ENDING MARCH 20, 1920.			WEEK ENDING MARCH 13, 1920.		
	DISTRICT.	Ovens	In	Out	Ovens	In
Connellsville	15,370	10,637	1,833	111,560	15,470	10,602
Lower Connellsville	6,986	5,191	833	36,410	6,986	5,116
Totals	22,356	15,728	2,666	147,970	22,466	15,768
					8,689	114,920

MERCHANT OVENS	WEEK ENDING MARCH 20, 1920.			WEEK ENDING MARCH 13, 1920.		
	DISTRICT.	Ovens	In	Out	Ovens	In
Connellsville	12,577	2,930	327	30,500	12,477	2,911
Lower Connellsville	10,036	6,816	3,220	26,750	10,036	6,809
Totals	22,613	9,746	6,547	57,250	9,786	6,507
					100,150	

**BAN ON PRICE OF
COAL AND COKE TO
BE LIFTED APRIL 1**

Effect Will Be to Increase to
\$3.50 and \$4 a Ton, Oper-
ators Predict.

STIMULANT TO BUSINESS

Majority Report on Coal Commission
is Transmitted to Operators With
Explanation That It Is the Basis
For Wage Agreement with Miners

**PRICE FIXING AND
DIVERSION OF COAL
ATTACKED IN COURTS**

Permanent injunction is sought to
prevent diversion of coal to
war time powers.

The right of the federal government
to retain control of the bituminous
coal industry in the fixing of rates
and the diversion of shipments under
the authority of war time legislation
is attacked as illegal in two suits filed
in the United States District Court at
Philadelphia.

Majority Report on Coal Commission
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**GARFIELD'S COAL
PRICE FIXING IS
ROUNDLY SCORED**

Activities Pronounced By Rep.
Kendall Illegal and
Unwarranted.

SCALES ARE HELD UNFAIR

No Operators Able to Understand the
Discriminatory Schedule, Transmuted
to Lafayette and Somerset Count-
ies or That for West Virginia Field

One of the litigants Charles D.
Garfield, United States district attorney
for Eastern Pennsylvania to restrain
the government from fixing the price of
bituminous coal so that the 27 per cent
wage advance for miners' recom-
mendation by the coal strike
settlement commission may be absorbed
in the price of coal, the consumer will
pay \$4.00 a ton more.

The court issued a temporary re-
straining order against the district attorney
and the other in against Samuel
Porcher who is chairman of the Alle-
gheny regional coal committee of the
Railroad Administration which had
been filed by the President to carry out
the orders of the President to the
disband the coal strike.

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LOCATION OF CARS BEING SOUGHT BY THE RAILROADS

During Government Control 2,500,000 Were Scattered Over Land.

RELOCATING IS BIG TASK

New Code of Rules Adopted to Regulate Return to Owning Road; Car Service Commission Invested With Large Powers in Handling Cars.

One result of the scrambling process which the railroads have undergone during the past two years of government operation of the roads as a single system is seen in the scattering of the 2,500,000 freight cars throughout the country regardless of their ownership.

Normally, approximately 50 per cent of the freight cars are away from home but usually the bulk of them are on the lines of direct connections which are likely to use them for a return load. At the beginning of federal control, according to the recent annual report of the Division of Operation of the Railroad Administration, 11 per cent of the freight cars were on home lines. On January 1, 1919, this figure stood at 26.6 per cent. Special attempts were made in the early part of 1919 to relocate cars more in accordance with ownership, with the idea of getting the cars to the home road so that extensive repairs and betterments might be completed and also, in part, because of the prospective return of the railroads to private management.

By July 1, 1919, 31.7 per cent of the cars were on home lines, but at the present time the number of cars on home lines has again declined to about the same point as January 1, 1919, or approximately half of what may be considered the normal condition. The other 75 per cent of the cars are scattered throughout all parts of the country.

The work of relocating scattered freight cars has been undertaken by the Commission on Car Service established by the American Railroad Association on March 1, as successor to the Car Service Section of the Railroad Administration, which had charge of the general distribution of cars during federal control.

The American Railroad Association also put into effect on March 1 a new code of car service rules which set forth in detail rules adopted by the railroads generally for returning cars to the owning road after they are unloaded, and also a code of per diem rules governing settlements for the use of freight cars, which establishes a rate of 90 cents per car per day for the use of a foreign line car, a higher rate than has ever before been charged.

The Commission on Car Service, acting under an agreement signed by the various roads to abide by and enforce the car service and per diem rules and authorizing the Commission on Car Service to act as its agent in all car service matters, is making an effort to secure the return of special types of cars as expeditiously as is practicable in view of all the conditions, but in order to meet emergencies it is invested with plenary power to suspend or permit departures from the rules requiring the return of cars to the home roads and to transfer cars from one railroad or territory to another when necessary to meet traffic conditions.

It is also authorized to exempt when necessary cars of any type from the provisions of the rules and to provide other regulations under which such cars shall be handled and it is directed to cooperate with the Interstate Commerce Commission in all car service matters.

In this way it is hoped to be able to retain the advantages of common use of railroad facilities to whatever extent may be desirable while preserving to the railroads that have purchased an ample supply of cars of the types suitable to the needs of the shipper, along their lines the use of their equipment and the opportunity to keep it in the best possible condition.

The new code of car service rules adopted in March 1 has also been "liberalized" to some extent as compared with the rules in force prior to federal control so that they do not require a car to be forwarded immediately in the direction of the home road but permit it to be loaded via any route so that the home road will participate in the freight rate or moved locally in an opposite direction from the home road if to be loaded from that point for delivery on or via the home road, although the rules provide that home cars shall not be used for the movement of traffic beyond the limits of the home road when the use of other suitable cars under the rules is practicable.

After two years of federal control and after two years preceding federal control during which the railroads were handling an enormous volume of traffic incident to the activities resulting from the war, the supply of railroad cars is insufficient and much of it is in a run-down condition. During its operation only 100,000 freight cars, or about as many as it is estimated was needed to replace the wear and tear of a single year, and while many railroads which have sufficient financial resources to do so have placed car orders already this year, it is apparent that comparatively little can be done this year toward making up for the failure to keep pace with the development of traffic that has occurred while the railroad properties were out of the hands of their owners and they were unable to finance additional facilities.

Exact information as to the present condition of the equipment is not available because the roads have not seen many of their own cars for a long time, and the entire subject is a matter of dispute between the railroad companies and the Railroad Administration, which was obliged by its

contracts as well as by the federal control act to return the property of the railroads in the condition in which it was taken over or to pay for any deficiency.

During January of this year out of 2,652,227 freight cars on the lines of the railroads under federal control, 6.6 per cent were reported as unserviceable as compared with 5.8 per cent during January, 1918, and 5.4 per cent in January, 1918, according to the reports of the Operating Statistics Section of the Railroad Administration, and these figures did not include 19,300 cars set aside and classified by the Railroad Administration as condemned cars, which it would not repair, but held out of service until the owning companies should agree to their dismantling.

PLANS TO PROVIDE WINTER'S SUPPLY OF COAL CONSIDERED

Steel Industry Diversifying Ways and Means of Avoiding Shortage Such as Developed Last Season.

Many large steel interests in the matter of coal and many blast furnaces in the matter of coke, are already thinking of, providing themselves as well as may be against a repetition next winter of the shortage they have been experiencing the past few months as a result of transportation difficulties. While in some cases the relief from coal and coke shortages that it is ardently expected will come within the next few weeks may be followed by forgetfulness when there is a nice long stretch and summer ahead, the forgetting will not be universal, says the American Metal Market.

Coal and coke consumers who considered condition and prospects carefully will give no place in their appraisals to the recent talk of the railroads "buying," which is quite different from "receiving," large numbers of freight cars and locomotives or of the railroads being likely to return much better under private control than they have under government operation. They will regard it as probable that transportation conditions may be somewhat better next winter, but will not "fake" idle talk as an assurance that everything will run with perfect smoothness next winter. They will reflect also that the past winter, while long and moderately hard, did not have the cases of extremely bad weather that have marked some preceding winters, notorious that of 1917-18.

It is an expense to stock coal, sometimes a very great expense. The union coal miners were wrong, on economic grounds, in the contention recently that they should be given an equal amount of work every day in the year, about five hours, by coal being stocked in summer, for that can be done only at great expense, a much greater dislocation than would be caused by coal miners doing a little work outside the coal mine in summer, when employment can readily be secured. It is a condition, not a theory that confronts the steel works and blast furnaces. It ought not to be necessary for them to go to the expense of stocking fuel, but in probability it will be necessary, they are to operate full next winter. The expense would simply be less than the cost of not operating full if their products are in demand at profitable prices.

VETERANS NAME OFFICERS
Frick Organization Also Adopts Resolutions on Death of H. C. Frick.

Officers for the new year were elected, an embossed set of resolutions on the death of Henry C. Frick were adopted, the place for the next outing was selected and the date set at a gathering of members of the Frick Veterans' association Saturday evening in the Smith House.

P. J. Tormay was elected president of the association; Charles B. Franks, secretary and treasurer. W. G. Muller of Uniontown, James M. Acheson of Mt. Pleasant were named on the membership committee. The membership of the association at present totals 80.

A copy of the resolutions on the death of Mr. Frick, who was an honorary member, will be sent to the industry. The association also adopted resolutions on the death of George East, superintendent of the Whitney plant.

The annual picnic, which is one of the biggest events in the coke region, being attended by thousands, will be held at Idlewild park this year. The outing will be held on July 22.

Among the veterans present at the meeting were J. W. Haase and Herbert Boyd, Brownfield; A. D. Oberly and V. W. Valmer and John Brownfield, Scottdale; Charles B. Franks, Lisenring; P. J. Locke, Joseph H. Jones, W. C. Head, Samuel Donington and Harry W. Giles, Uniontown; Rice C. Lyon, P. J. Tormay and A. W. Bowman, Connellsville and Joseph Matia, Mahon.

FRED PORT RESIGNS
Will Leave Baltimore & Ohio: Miss Hart Gets Furlough.

Fred R. Port, a clerk in the language office of the Baltimore & Ohio railroad here has handed in his resignation to take effect on April 1. He will leave the railroad and work outside the city.

Miss Margaret Hart, file clerk in the superintendent's office has secured a furlough. Miss Loretta Rottler has become file clerk and Miss Minnie Rottler assistant file clerk.

New Coal Discovery in Virginia.
Press reports from Richmond, Va., state that a deposit of bituminous coal in five seams has been discovered underlying the surface of Chesterfield County, immediately south of Richmond and fronting on the James river. The field is said to be 30 miles long and six to seven miles wide and is estimated to contain 1,25,000,000 tons.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, March 26, 1920.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
182	182	Beatty	Mt Pleasant Coke Co.
29	Brush Run	Brush Run Coke Company	Mc Pleasant
180	Clare	Clare Coke Co.	Greensburg
100	Colgate No. 2	Colgate Coke Co.	Uniontown
100	Big Grove	W. J. Rainey Coke Co.	New York
20	Fort Hill	W. J. Rainey Coke Co.	New York
10	Franklin	Summit-Cville Coke Co.	Connellsville
101	99	Gilmore	Uniontown
8	Grace	Grace	Youngstown
147	115	Heads	Heads Coal & Coke Co.
1	18	Morgan	Pittsburgh
275	273	Mt. Braddock	W. J. Rainey
310	210	Mt. Pleasant	Mt. Pleasant Coke Co.
32	22	Myers	Brownfield Coal & Coke Co.
4	56	Nellie	Weller Coke Co.
228	282	Oliver No. 1	Oliver & Snyder Steel Co.
100	100	Oliver No. 2	Oliver & Snyder Steel Co.
200	200	Oliver No. 3	Oliver & Snyder Steel Co.
29	20	Paul	W. J. Rainey
400	400	Revere	W. J. Rainey
40	15	Thomas	Wheel Coke Co.
57	15	West Penn	West Penn Coke Co.
3,137	2,926		
29	120	Adelaide	H. C. Frick Coke Co.
358	112	Arlington	H. C. Frick Coke Co.
27	112	Boggs	H. C. Frick Coke Co.
300	200	Burner	H. C. Frick Coke Co.
240	...	Brinkerton	H. C. Frick Coke Co.
300	170	Buckeye	H. C. Frick Coke Co.
361	170	Central	H. C. Frick Coke Co.
400	230	Continental 1	H. C. Frick Coke Co.
100	100	Continental 2	H. C. Frick Coke Co.
278	226	Continental 3	H. C. Frick Coke Co.
300	120	Crossland	H. C. Frick Coke Co.
323	113	Davidson	H. C. Frick Coke Co.
250	110	Dorothy	H. C. Frick Coke Co.
310	110	Euler	Amer. Manganese Mfg. Co.
272	272	Hecla No. 1	H. C. Frick Coke Co.
250	250	Hecla No. 2	H. C. Frick Coke Co.
309	309	Hecla No. 3	H. C. Frick Coke Co.
227	227	Hostetter	Hostetter-Cville Coke Co.
370	350	Montgomery	H. C. Frick Coke Co.
249	249	Juniper	H. C. Frick Coke Co.
306	208	Kidwell	H. C. Frick Coke Co.
200	100	Leisenring 1	H. C. Frick Coke Co.
362	230	Leisenring 2	H. C. Frick Coke Co.
302	220	Leisenring 3	H. C. Frick Coke Co.
304	278	Leith	H. C. Frick Coke Co.
227	227	Lemon No. 1	H. C. Frick Coke Co.
370	350	Lemon No. 2	H. C. Frick Coke Co.
309	262	Mannock	H. C. Frick Coke Co.
200	138	Manual	H. C. Frick Coke Co.
256	249	Oliphant	H. C. Frick Coke Co.
400	605	Phillips	H. C. Frick Coke Co.
443	320	Redstone	H. C. Frick Coke Co.
415	320	Shenango	H. C. Frick Coke Co.
352	360	Southgate	H. C. Frick Coke Co.
244	80	Southwest	H. C. Frick Coke Co.
201	110	Standard	Stewart Iron Co.
164	220	Trotter	H. C. Frick Coke Co.
250	250	United	H. C. Frick Coke Co.
312	254	Whitney	Hostetter-Cville Coke Co.
300	250	Young	H. C. Frick Coke Co.
243	243	Youngstown	H. C. Frick Coke Co.
15,179	10,637		

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DIFFICULT SHAPES OUR SPECIALTY.

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Both B. & G. and P. R. R. Connections.

COUNCIL ORDERS PROTEST AGAINST WATER-RATE BOOST

City Solicitor Authorized to Start Proceedings Before P. S. C.

NEW SCHEDULE ON FILE

Mention Made in Meeting of Advance Announced By Bell Telephone Company But No Action is Taken; That Ruler is Left to the Subscribers.

The increase in rates announced by the Connellsville Water company to become effective May 1 will not go unchallenged. City council Monday night authorized the solicitor to prepare a protest before the Public Service Commission, with which the water company has filed its new schedule. According to recent announcement by the company the increase will be approximately 20 per cent. Justification is sought by reason of the fact that the rates in effect were prepared many years ago when living conditions were normal and that there have been no advances since the upward trend of prices began.

Reference was made in council in formally to the proposed increase in rates by the Bell Telephone company but no action was taken. Some one suggested that subscribers have recourse to disconnection of service, something patrons of the water company cannot well take advantage of.

The water rate resolution was introduced by Councilman B. L. Berg.

W. E. SHAW TRANSFERRED

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THURSDAY MORNING, MAR. 20, 1920.

LET US MATCH THE HOIS.

No matter how much we may proclaim our interest in a project, efforts to move forward we contribute very little toward achieving results. It is not so with our local and substantial organization.

Thus, in the case of the reorganization of Company D, it is the young men of the community who did nothing more than talk about the necessity of reorganization. It is one of the city's best known institutions that these young men did not hold the organization here. It is by enlisting as members of the these young men are transacting here a great deal of action.

While general it can be proved by every detail through enlisting young men of their acquaintance to identify themselves with the company, the efforts of these citizens can be applauded in such a way that next to the effort of enlisting the young men who have the organization to work for it.

Secondly, a team of the Patriots Across who he helped to accomplish wonders in Connelville, on the Liberty Bond, has just started a drive to raise a fund of \$100,000,000,000 intended to use the purely local expenses of reorganization but in the larger sense, in addition to a financial footing as it is in the organization which is truly representative of Connelville's best young manpower.

In the reorganization of the company certain expenses are necessary to be incurred. It is which the state makes no provision. More important still, as a means of insuring a membership of the right type of young men and to sustain them in their organization a fund is needed to provide athletic and other activities of various kinds with which to equip the armor as a club for the exclusive use of the members of the company. This is an attraction furnished in the armories of the cities and plazas are already under way to the same end in company stations towns which are smaller than Connelville.

Even if our interest in Company D were less than the interest of other towns in their companies which will be admitted—our community price should stand up to our boys all and even more than other towns are doing in recognition of the patriotism of their boys. Company D has never failed to do high honor to its home community whenever or wherever it has been put to the test. Neither have we as a people supported the organization failed in our interest in the company. The young men of the community, not failing, and will not fail to keep sacred the traditions handed down to them by the former members of the company. Neither must we fail to keep up our record of providing every thing needed for the best interests of the company and the welfare of its membership.

To keep up record of the organization terms One of the Best Companies in the American Army. The boys of Connelville and vicinity are backing up their interest by signing up the company rolls. Let us make them by our signatures to checks filled out for good fat sums.

A GOOD SLOGAN FOR BUSINESS SCOUTS.

No better evidence of the faith in the permanence of values and the certainty of the future growth of Connelville could be offered than the number and volume of the real estate transactions recently reported as having been concluded.

Prudent and farsighted business men do not make investments involving large sums of money in localities which have ceased to grow and expand or without promise of doing, both business properties are purchased only after a thorough study or conditions has been made. All of the facts revealed must be of such character as will convince the intending buyer that the investment is not only safe but of a permanently remunerative character.

The recent transactions in Connelville whereby downtown business men have acquired a business block, a hotel and a garage, and local people have purchased a combined business and apartment block are cases in point. In each instance, the investigations made by the purchasers convinced them that the future of Connelville as a commercial center is so reasonably assured that they were ready to conclude the deals when price and terms had been mutually agreed upon.

These transactions are therefore to be accepted as encouraging signs and proof as well, that Connelville is preparing to go forward along those lines which are the means through which the prosperity of a community is measured. At the same time they should serve as a stimulus to the whole community to take steps in the direction of preparing to meet the demands the future will make upon the business facilities of Connelville.

Our city has passed beyond the country town stage it has become more than a railroad center. The interests of the community it supplies have become diversified and the demands and need are now such that they are in proportion to the needs of the community. We make this statement in the hope that the expansion of the business of Connelville is gradually progressing and will continue on a larger scale.

"Be Prepared" is as good a slogan for Business Scout as it is for the Boy Scouts.

The ex-soldier is seeing things white, having word.

EQUALIZING COAL PRODUCTION AND DISTRIBUTION.

Of the many plans suggested as means of bringing about an equalization of coal production and distribution between the summer and winter seasons, none appear quite so practicable as that embodied in a bill recently introduced by Senator Frilling, a Sen. of New Jersey.

This plan has the merit of simplicity as well as being without provisions of features that would tend to derange economic conditions. In brief it provides an incentive for buying coal in summer and a penalty for delaying buying until winter. This is to be effected through the establishment of seasonal freight rates. In the summer a 15 per cent reduction is applied to the rates in winter 15 per cent is to be added making coal freight rates 30 per cent over in summer when consumption and demand are at the minimum than in winter when both are at the maximum.

This is economically sound says the American Metal Market. It gives the coal consumer a definite and precise amount by which the cost of his coal delivered, will vary. The cost may vary according to variations in the value of coal at mine but the variation in the freight cost would be less and precise and would be known positively in advance. The proposition is also sound in that it bears a proper relation to costs. Undoubtedly the railroads can haul coal in summer much more cheaply than in winter. It is quite fitting that the low cost operation should be encouraged and that such a penalty as a penalty should be placed upon the winter movement of coal with the reduction in coal movement on the expected the railroads would still be kept in touch with the remaining coal and with the other railroads.

In practical application of the system there will doubtless have to be some modifications. Thus in lead off making the expiration of either summer or winter schedule effective upon the end of the middle of the summer season becomes effective. It might be found necessary to graduate the advance and decline. Otherwise there would result a disarrangement of traffic movement. For instance, before the change to the winter schedule the railroads would be compelled to a rush of shipments to secure advantage of the summer rate and just before the change to the summer rate would be a rush of shipments to the disposition of their holdings. The railroads of a certain class of stockmen who offer to trade securities promising big dividends for bonds is causing many ill informed holders to make the unequal and unpredictable exchange. The fact that the present market price of bonds is much below par is an argument used to keep the movement of coal fairly uniform or at least avoid both serious congestion and pronouncement of shipment pending rate changes.

The principle involved is so sound and the need for a method of equalization is so urgent that nothing should be placed in the way of the early action of the measure.

DO NOT SACRIFICE YOUR INHERITANCE.

Many owners of Liberty Bonds are yielding to the temptation coming to them to dispose of their holdings. The railroads of a certain class of stockmen who offer to trade securities promising big dividends for bonds is causing many ill informed holders to make the unequal and unpredictable exchange. The fact that the present market price of bonds is much below par is an argument used to keep the movement of coal fairly uniform or at least avoid both serious congestion and pronouncement of shipment pending rate changes.

The principle involved is so sound and the need for a method of equalization is so urgent that nothing should be placed in the way of the early action of the measure.

GET BACK TO FAITH.

While the profits must bear the responsibility for much of the increase in the cost of living, individual buyers who have been yielding to extravagant and senseless wants, have without regard to the expense involved, more than any other cause making the time of a return to normal and sane conditions still more uncertain and prolonged.

Get your heads out of the clouds and get back to earth and eliminate all extravagance and waste is the wise course of Director James Foust of the Bureau of Food, Pennsylvania Department of Agriculture offers as the solution of the very serious problem of increasing costs of living.

Director Foust finds from actual ob-

servation in handling the food problem in the state that we are living in an abnormal atmosphere and while there may be no profiteering by some of our dealers yet most of the responsibility for the prevention of high prices of food stuffs rests with us and extreme caution and waste are out greatest faults.

In an illustration which is familiar to many persons right at home is given by Director Foust.

Last fall, he saw in a certain market in this state a farmer placed on his stall supply of roasting ears at 18 cents a dozen. A short distance away in the same market another farmer selling the same grade of corn asked 2 cents for a dozen ears. The farmer selling his corn at the higher figure quickly disposed of his stock, running by the stand where corn was sold for 18 cents to purchase 18 cents of the next day and to the benefit and profit of the purchaser. To such as have no need to borrow there is no advantage whatever to be gained and no real necessity for selling or trading liberty bonds. The aggregate loan of Great Britain other nations was \$8,700,000,000. Deducting the \$110,000,000 borrowed from the United States Great Britain became a net lender to the extent of \$10,000,000.

Under Mr. Keynes' proposal the United States would cancel a debt of \$10,000,000,000 while Great Britain would cancel a debt of only \$4,500,000. But that is only part of the British plan. It is proposed that after the United States has canceled this \$10,000,000 debt, the United States should be the principal contributor in advancing a billion dollars to put the European nations back on their feet industrially and in a position to conduct an aggressive and successful commercial war with the United States.

These astounding proposals would seem so absurd as to be unworthy of consideration were it not for the fact that Mr. Keynes weaves into his book which laudation of Woodrow Wilson and Herbert Hoover that one is soon trained to conclude that he hopes through the influence of these gentlemen to induce the United States to accept the plan he suggests. True he criticizes Wilson's course at the peace conference but that is neutralized by his praise of the President's internationalism.

In consideration of the astounding

proposal of the British financier it

should be borne in mind that the \$10,000,000,000 the United States has loaned to the Allies is still to be paid by the people of the United States.

The money was raised by the sale of bonds which must be paid either by the people of the United States or by the people of the countries to which the loan was loaned. To cancel the debt of the foreign countries to the United States would mean therefore that the people of the United States must be paid out in a feature of the building and loan association which has so recently been a feature of popular favor.

Not every prospective home-owner

has realized the advantages of this useful institution however. A quick look makes pertinent the suggestion that the associations in Connellville could advance their own and the community's interest to advantage by a campaign of publicity that would serve the purpose of acquainting a large number of persons with the building and loan method.

We are on the eve of a great expansion along the line of Connellville. Every family

in the city is in a position to

join in the great opportunity

of a new home which has been laid

out in a plan of improvement.

With the exception of the passage of

the bill of rights, the bill of rights

is the only one of the original ten

which has not been ratified.

The longer buyers refuse to take

advantage of the bill of rights

the longer it will be delayed.

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PAID EXECUTIVE FOR SCOUT BODY IS CONSIDERED

Part Time During Winter, Entire During Summer, the Suggestion.

COURT OF HONOR ALSO

These and Other Matters Are Before Local Council at Annual Meeting. Walter P. Schenck is Again President; R. C. Witt as Commissioner.

The Connellsville Boy Scout council held a lengthy session at the Baltimore & Ohio railroad Y. M. C. A. Thursday and discussed many matters which had accumulated. Officers for the ensuing year were elected and matters relative to a scout court of honor and a paid executive for this city were talked over seriously.

Walter P. Schenck was again chosen president of the organization. Vice presidents elected were John L. Gaus and W. P. Underwood. The offices of secretary and treasurer, which had formerly been combined, were split. Charles A. Crowley was made secretary and Paul T. Kamerer treasurer.

R. C. Witt was re-elected commissioner and representative of the local council to the national council.

Reports for the year were made by the secretary-treasurer and others. The treasurer reported there are still a number of camp pledges made almost a year ago unpaid. The council is anxious to see these paid.

Commissioner Witt summing up the year's activities reported there are now eight troops in the city with 175 boys enrolled. The re-registration of scouts is going on this month, he said, and when it is finally completed it is likely more than 200 boys will be members of the troops. He also reported there are 24 men on troop committees and 18 enrolled in the scouts' master school of instruction held once every week.

A committee composed of Charles A. Crowley, Paul T. Kamerer and Walter P. Schenck was named to confer on the matter of a scout court of honor and to appoint the members of the court. The court of honor will consist of five men willing to give some time to the duties of such a body which is important in the advancement of scouting.

Another matter seriously considered was that of securing a paid scout executive. It was thought if a man could be secured to give part of his time to the work in the winter months and all of his time during the summer, it would be more suitable than an executive paid full time the entire year. The master of taking up the paid executive question with Uniontown and securing one for the entire county was touched on but it was decided to start on a smaller scale.

The application of the council for a charter will be held up until after the next meeting when a committee appointed Thursday will make a report.

If an executive is secured, even on a part time plan for the winter, it is thought a first class council charter may be secured for Connellsville.

The committee appointed to investigate the advisability of having a paid executive is composed of S. P. Aase, O. P. Carpenter, C. A. Crowley, Paul T. Kamerer and Walter P. Schenck.

These will all in all likelihood be banqueted at which the scouts and their fathers and mothers or the scout council will dine together.

The master of securing a location for scout headquarters in the event a paid executive being employed was mentioned and the council was advised it would probably be able to get a suitable location which could be used for a central meeting place of all scouts.

LOCAL BAPTISTS TO VISIT AFTER DRIVE

Fifty Churches in State to Be Covered in Interest of New World Movement.

Another impressive meeting with a large attendance, great enthusiasm and a splendid address pushed the Baptist \$60,000 campaign along Wednesday evening. Rev. Dr. W. C. Chappell, executive secretary of the Pittsburgh Baptist Association, took the place of Dr. W. G. Russell of Philadelphia, who was taken ill and therefore unable to make the trip. Dr. Chappell told the church that the thing that impressed him about the campaign is the honest effort the people are making to put the church where it belongs in their lives. He said the challenge of the denomination was given to the Connellsville church because it would be taking a fearful chance to give it to any other church in western Pennsylvania, which is in his charge. He was greatly taken with the cooperation between pastor and people which can accomplish anything.

As a climax to the speech Dr. Chappell asked the church for men and women to visit 50 churches during April after the local drive March 28 to inspire, instruct and direct the campaigns they are undertaking. The mail Wednesday brought an urgent and cordial invitation from the Great Bethel church, Uniontown, for two men April 11. The Mount Lebanon Baptist church, Pittsburgh, also has an invitation in for team April 18.

The captains met at 10 o'clock Wednesday night to go over the plans for the remaining 10 days of the campaign.

WESTMORELAND ESTATES

Executors Named in Two Instances Administrators in Two

GREENSBURG March 18.—The will of G. L. Gordon late of Greensburg admitted to probate leaves an estate estimated to be worth \$10,000 to his wife, Edith L. Gordon, who is named executrix. By the will of Mary B. Neider, late of Mount Pleasant township, all her estate is left to her brother Peter Neider who is the executor.

Letters of administration on the estate of Mrs. Anna Jones, late of Rostraver township, have been granted to W. F. Crawford. The estate is valued at \$2,600. Letters on the estate of Leo P. DeCarpa, late of Lower Burrell township, have been granted to Mrs. Margaret DeCarpa. The estate is valued at \$5,000.

Advertise in The Weekly Courier

BIG WATER MAIN BREAKS, FLOODING B. & O. TRACKS

Mishap to Line of Mountain Water Supply Company is Second Within Few Months

The Baltimore & Ohio tracks were flooded near Caspary on Thursday about 8:25 o'clock when the 36 inch main of the Mountain Water Supply company running along the crest of the hill many feet above the railroad. The ballast beneath the ties was completely washed out cutting off all traffic.

The water had been pouring from the break for about half an hour before it was discovered and had completely undermined the railroad tracks.

Train No. 6 was derailed over the Western Maryland tracks as far east as Caspary. A ditcher was sent from Indian Creek to the scene of the accident and before the damage to the railroad property had been repaired.

At the pumping station the exact cause of the break could not be learned. It was said it may have been induced by a slide of earth from the hillside. Such a slip had been reported and it may have weakened the line. The break occurred just east of Caspary.

Apparatus at the pumping station at Indian Creek indicated a break had occurred and the water was shut off within 30 minutes. It was said it will probably take a couple of days to make repairs.

The line which broke branches at Connellsville, one going towards Uniontown and the other toward Greensburg, was break similar to this occurred soon after the heavier pumping station at Indian Creek was put into commission.

A suggestion offered by Antonio Bufano but not acted on was that the club should have an advisory board of three members. This will be acted upon later. Another suggestion discussed was that of bringing one of the major league teams to Connellsville for an exhibition game. This met with the hearty approval of all.

Of the first meeting of the Cokers baseball club it can be said that it got under way under very auspicious circumstances. A lively interest in the greatest of our sports has been aroused. The success of the revival in Connellsville will depend upon our sport loving citizens.

Here's hoping said one of the most enthusiastic fan, present the speeding spenders who need wind shields for their bank rolls will take of the old rubber band and respond nobly when they are asked to kick in. If they do Connellsville will be printed in red ink on the 1920 edition of the athletics map.

Through the efforts of the Woman's Culture Club Connellsville will have a playground this year. The actuality of playground comes after many years of planning by city council. The master bought several years ago but which has never been put into use will be removed from storage and set up.

Permission of council to take this action has been secured by the club and now only the permission of the school board to erect the apparatus on the old Fourth ward school grounds is necessary. This will probably be secured in the near future.

A committee composed of Mrs. T. R. Francis, Mrs. William M. Rogers, Mrs. E. B. Martin and Mrs. C. H. Schaffer visited the members of council to secure their permission to make use of the park and equipment. Mayor Dugan was called by telephone at the fifth.

Once the warden arrives and registers at the headquarters here he will be the guest of the citizens. Home and accommodations will be provided for every former member of the great division. The program of entertainment provided for free theatrical and movie performances for guests and their ladies, barbecue dinners in the famed Georgia style dances every night and public gatherings of various sorts. There will positively be no charge for any entertainment given the guests the only requirement being that each shall register at the central bureau in order to prevent im- posture.

All persons interested can secure invitations and full information by addressing Inman Curry, president 28th Division Reunion association, Lamar building, Augusta Ga.

FUND FOR BASEBALL CLUB IS GIVEN GOOD START AT MEETING

Several Hundred Dollars Pledged and As Much More in Sight.

MAJOR LEAGUE TEAM GAME

An exhibition suggested as a feature of the season, Fayette Field to Be Re-Fitted With Seating Accommodations, Fans Are Enthusiastic.

At the baseball meeting which was held Thursday at the B. & O. Y. M. C. A. to put the premier coke city back on the national pasture map plans were discussed with a view of raising sufficient funds to carry the project through to a successful termination.

Several hundred dollars were pledged by those present with a like amount promised. It was planned that the balance be raised by public subscription which will be undertaken immediately. The money subscribed is to outfit the players with uniforms purchase playing paraphernalia, put Fayette field in playing condition and erect suitable seating accommodations.

It was also thought advisable to have sufficient funds in reserve to meet any contingency that may arise.

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BY AUGUSTA GA. MAR. 24.—Augusta is going to have open house for the former members of the 28th Division who were in camp in the early days of the war. The reunion will be conducted under the auspices of a new organization known as the 28th Division Reunion association and will be held the first week in April beginning on the fifth.

Once the warden arrives and registers at the headquarters here he will be the guest of the citizens. Home and accommodations will be provided for every former member of the great division. The program of entertainment provided for free theatrical and movie performances for guests and their ladies, barbecue dinners in the famed Georgia style dances every night and public gatherings of various sorts. There will positively be no charge for any entertainment given the guests the only requirement being that each shall register at the central bureau in order to prevent im- posture.

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DEEDS RECORDED

Numerous Westmoreland County Proprietary Change Ownership.

GREENSBURG March 19.—The following deeds for properties sold in the southern end of the county have been recorded at the court house.

West Newton William P. Baker of West Newton to Hannah D. Baker of South Huntingdon township for \$3,000 February 1, 1920.

Youngwood C. R. Haller of Hempfield township to Harry W. Baker of Youngwood for \$5,500 December 1, 1919.

Last Huntingdon township P. H. Bough of Last Huntingdon township to Harry Veredith of East Huntingdon township for \$2,050 March 11, 1920.

Scot Dale Verona Grunick of Mount Pleasant to H. C. Finch Co. company for \$1,116 March 8, 1920.

Sewickley township G. G. Saver of Sewickley township to A. H. Kuhle of Sewickley township for \$400 March 6, 1920.

SIDE DAMAGES BORSE

Home of Miss Annie Seeger, Crooked

By fall of Earth

The homes of James Downs and

Anna Seeger in Baldwin avenue were damaged Wednesday morning when a mass of earth on the hillside in the rear of the houses loosened and the earth crashed down crushing the rear half of the Seeger home and slightly damaging the Down house.

Miss Seeger was in the front part of her home when the slide occurred. She was aptly injured.

Bear Taken to Cumberland

The big black bear which has grown from a cub into a full fledged

brun in his cage in the rear of the old Haas hotel in Water Street has

left Connellsville. Brought here when a cub the bear left Friday for Unionland Md. having been purchased by John Snyder of this place who has

a small private zoo near the cut.

Near the Dosen Mark

Mr. and Mrs. John D. Kooser of East Connellsville are receiving congratulations upon the birth of an eight

month old daughter, the third girl and child in the family. The mother

is being well, the father is well and the mother is well.

The following officers were elected

G. A. Cox, East Millboro president

T. W. Gaus, Ga. co. vice president

R. C. East Millboro secretary and

treasurer.

There was much discussion on relative

to the program for next year and it

was brought out that last year the

problem of importing new animals and encour

aging the development of new breeds

estimated to be worth \$10,000 to his

wife, Edith L. Gordon, who is named

executrix. By the will of Mary B. Neider, late of Mount Pleasant township, all her estate is left to her brother

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to Mrs. Margaret DeCarpa. The estate is valued at \$5,000.

Advertise in The Weekly Courier

License Applications.

Notice is hereby given that the following persons have filed petitions for licenses in the office of the Clerk of the Court of Common Pleas in and for the County of Fayette, State of Pennsylvania, to sell vinous, spirituous, malt or brewed liquors, or any admixture thereof, accompanied by bonds, certificates of citizens, etc., which will be presented to said Court for hearing and determination on the first Monday in April, 1920.

RETAIL LICENSE.

NAME OF APPLICANT	PLACE WHERE LICENSE IS APPLIED FOR	PRESENT RESIDENCE
Lange, George	BELLEVILLE BOROUGH	BELLEVILLE PA
Schmidt, John H.	HOTEL CENTRAL—MAIN AND 1ST AVENUE	BROWNSVILLE PA

CAPACITY OF SOISSON IS TO BE DOUBLED

Thousands Will Be Spent in Making Theatre One of the Finest.

STAGE TO BE ENLARGED

Remodeling Plans of Manager Wagner Provide for Radical Changes in Interior of Playhouse, Including Elimination of Posts; all New Seats.

Doubling the seating capacity, installation of new seats throughout, elimination of the pillars which now obstruct the view, enlargement of the stage, provision for additional exits, thus adding to the safety of patrons, and other improvements, in addition to re-decoration of the entire interior are embraced in plans for remodeling of the Soisson theatre, Connellsville's leading playhouse, announced this afternoon by Manager C. A. Wagner, partner of John Wishart in the operation of the Soisson and Paramount theatres.

Work on the remodeling will be started in the spring or early summer, probably, and the work will be rushed to completion as rapidly as possible. What the expense will be has not been announced but it will be heavy. Inability to meet the demands of the lovers of motion pictures and the stage attractions that have been brought to the Soisson during the current season prompted the expansion movement.

Practically the entire interior will be removed and in the place of the theatre as it now stands will spring up a house of entertainment with a capacity of 1,500 or greater than that of any place in this part of the state, outside of Pittsburgh.

As tentatively drawn the plans provide for the removal of the gallery. In its place will be a section of the balcony which will occupy the present space and extending to the Crawford avenue wall of the building, shooting in its backward sweep over the second floor apartments of the theatre building, occupied by the Slader family, and taking up the present space of the third door apartment. The present width will be preserved in the entire distance back.

The main floor will extend from the present stage limits to a point near where the ticket booth is now located, it also preserving the same width as now and rendering necessary removal of the office of Manager Wagner and the women's retiring room, which will be re-located.

The capacity of the main floor will be approximately 750 while a similar number will be accommodated in the balcony.

Huge steel beams will support the balcony, making it possible to remove the iron pillars which are now a cause of more or less annoyance to persons seated back of them. Entrance to the balcony will be as at present.

Steps leading from the lobby to the main floor will be eliminated. The door will rise gradually to the level of the rear part of the house and descend to the stage in the same manner.

New floors will be laid throughout. Enlargement of the stage will be accomplished by removal of the stairs at each end, leading to the star dressing rooms. This will add 10 feet to the width and greatly enhance the beauty and utility of the stage. All new scenery is contemplated in the remodeling scheme.

Boxes are to be removed and in their places will be installed open or logo seats.

For the present the entrance to the theatre will remain as it is now, though a more elaborate entrance is under contemplation later.

New seats will be of the cushion type, which provide the maximum of comfort.

The lessee of the Soisson theatre has been in the business here since 1911. The first venture was the old Globe, in North Pittsburg street, near where the Paramount now stands. The capacity of the little house was 200. Naturally it would not accommodate the patronage and the management did the best it could—enlarged by the addition of 100 seats. That number was woefully inadequate and the successor to the Globe—the Paramount—was projected. It was dedicated July 18, 1917. Its capacity is 700. It was after the opening of the Paramount that the management acquired a lease on the Soisson, admittedly the best location in the city for the purpose.

More so the Soisson will be made the theatre of wonder and beauty.

BULLSKIN WOMAN SUES

Mrs. Rebecca Harrison Claims \$5,000 of Jacob Garretts.

Mrs. Rebecca Harrison of Bullskin township Friday filed suit in court in Uniontown for damages for \$5,000 from Jacob S. Garretts of Jefferson township. She alleges that he owed her a bill for some coal and when she went to collect it he assaulted her, and kicked her, inflicting injuries that required medical attention.

Attorney S. R. Goldsmith represents the plaintiff.

Aged Somersett Mountain Dead.

SOMERSET, March 14—Mrs. Catherine Barron, 82 years old, of Somerset township, died Wednesday noon at the home of her son-in-law and daughter, Mr. and Mrs. Joseph A. Miller, with whom she made her home. Her death was due to dropsy. Mrs. Barron's husband is dead. She is survived by one daughter, Mrs. Joseph A. Miller, and one sister, Mrs. Margaret Chorpenning of Laraville, this country.

Subscribe for The Weekly Courier

HIGH HOUSE MAN KILLED

Andrew Johnson, 65 Years Old, Run Down by Dickey Engine.

Andrew Johnson, 65 years old, of High House, was instantly killed Friday afternoon when he was struck by a dickey on the private train road of the Reilly-Callahan Coal company. Johnson was employed in the company's mines but was off duty when he met with the accident. He is survived by the following brothers and sisters: Mrs. Olaf Nelson, Herrington, Kan.; Mrs. John Spencer, Mrs. George Kunes and Mrs. Gustave Haberlind, St. Paul, Minn.; Mrs. Charles Youngborg, Monaca; Mrs. Frank Nabor and A. Johnson of Uniontown.

SOMERSET COUNTY EXPENDITURES IN 1919, \$262,945.11

Above is Total Covered in Orders Issued Against the Treasurer.

A BALANCE OF \$117,944

Fayette County contributes \$11,571 of Amount Required for Running the County Hospital. This Being for the Maintenance of Insane Patients.

Report to The Courier.

SOMERSET, March 20—The business of Somerset county has reached large proportions. The total orders issued last year reached \$262,945.11, leaving a balance in the hands of the county treasurer on January 1 of this year of only \$24,092.23. The balance on January 1, 1919, was \$117,944.80. In addition to this amount, there was received from county taxes \$102,060.13 and from other sources a total of \$10,669.86.

Among the larger expenditures were the following: Brereton road, \$96,838.15; bonds redeemed, \$3,000; county home treasure, \$15,000; county home state road, \$25,196.02; elections, \$7,602.85; jurors' pay, \$6,221.35; pikes and roads, \$12,442.85; salaries, \$17,18.50; Western Penitentiary, \$10,877.38.

The report of Frank K. Sanner, treasurer for the directors of the poor, shows the balance in his hands on January 1, 1919, \$2,373.35, while the balance on January 1 of the present year was \$8,803.15. The total receipts at the county home and hospital for the insane in 1919 were \$83,615.14. This amount was received in part as follows: State appropriation, \$34,475.86; Cambria county, \$7,594.72; Fayette county, \$11,571.86; Westmoreland, \$2,662.86; maintenance of inmates, \$9,189.20. The money received from adjoining counties was for the maintenance of citizens of those counties in their county hospital.

A big item of expense at the county home was salaries, there being more than 100 persons on the payroll during the year, their payments totaling \$34,232.12. Outdoor relief to the amount of \$7,552.18 was given. The total expenditures were \$79,482.02.

Steps leading from the lobby to the main floor will be eliminated. The door will rise gradually to the level of the rear part of the house and descend to the stage in the same manner.

New floors will be laid throughout. Enlargement of the stage will be accomplished by removal of the stairs at each end, leading to the star dressing rooms. This will add 10 feet to the width and greatly enhance the beauty and utility of the stage. All new scenery is contemplated in the remodeling scheme.

Boxes are to be removed and in their places will be installed open or logo seats.

For the present the entrance to the theatre will remain as it is now, though a more elaborate entrance is under contemplation later.

New seats will be of the cushion type, which provide the maximum of comfort.

The lessee of the Soisson theatre has been in the business here since 1911. The first venture was the old Globe, in North Pittsburg street, near where the Paramount now stands. The capacity of the little house was 200. Naturally it would not accommodate the patronage and the management did the best it could—enlarged by the addition of 100 seats. That number was woefully inadequate and the successor to the Globe—the Paramount—was projected. It was dedicated July 18, 1917. Its capacity is 700. It was after the opening of the Paramount that the management acquired a lease on the Soisson, admittedly the best location in the city for the purpose.

More so the Soisson will be made the theatre of wonder and beauty.

GEORGE A. SNYDER DIES SUDDENLY OF AFFECTION OF HEART

South Connellsville Man Walking Along Street, Taken Ill, Expires in St. James Hotel.

Besoming ill while walking along West Crawford avenue about 3:30 o'clock Monday afternoon, George Adam Snyder of South Connellsville, entered the St. James hotel and before a physician could arrive died of heart failure.

The body was placed in charge of Funeral Director Charles C. Mitchell and later removed to the residence of Jacob S. Garretts of Jefferson township. She alleges that he owed her a bill for some coal and when she went to collect it he assaulted her, and kicked her, inflicting injuries that required medical attention.

Attorney S. R. Goldsmith represents the plaintiff.

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Coal Freight Rates

EFFECTIVE JULY 1, 1920.

TO EASTERN POINTS.

Rate per Gross Ton of 2,000 lbs.

ORIGINATING DISTRICT.

Connellsville, Westmoreland

Baltimore, Md. Fairmont, U. S. \$2.10

Chester, Pa. 2.10 2.10

Harrisburg, Pa. 2.10 2.10

Johnstown, Pa. 2.10 2.10

New York, N. Y. (37th St.) 2.10 2.10

Philadelphia, Pa. 2.10 2.10

Scranton, Pa. 2.10 2.10

South Bethlehem, Pa. 2.10 2.10

Syracuse, N. Y. 2.10 2.10

TO ATLANTIC PORTS via P. R. R.

Cleveland, Ohio 2.10 2.10

Charleston, W. Va. 2.10 2.10

Greenville, S. C. 2.10 2.10

Charleston, S. C. 2.10 2.10

Canton, Ohio 2.10 2.10

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